Results Obtained Show Great Advantage Over Horse Conveyance, but Cont of Motor May He Stambling Month Jones on Broadway Interferes With Trame.

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After making a series of careful tests with automobiles over several rural free delivery routes the Post Office Department has made the following official report regarding the results of the tests: "Official tests have recently been made by direction of the Post Office Department of the adaptability of automobiles to the rural delivery service. Three rural routes, which, though starting within easy reach of the Washington city post office presented many of the adverse conditions of rocky and corduroy road beds, steep grades and mud holes to be found in mace remote communities, were selected for the experiment. So far as the practical result attained, the tests met all the requirements of the Department. The particular mofor cars used were buckboards and 4 horse-power, with a wheel gauge of 42 inches, propelled by a single cylinder, air cooled, gasolene engine, the cars weighing about 620 pounds. On repeated tests the motor buckboard got over the roads without difficulty, delay or disaster. Some of the points noted in its favor by the agent of the Department who made the trips were the absolute control of the machine by the operator, the precision with which it reached properly placed rural boxes, the case with which it climbed and descended steep, rough and danaerous hills and waded through mud holes and the thorough protection afforded the maid during a heavy rainstorm. Three routes which by ordinary horse conveyance took a little over seventeen hours to serve, were fully and satisfactorily covered by the motor rig in less than nine hours. The average cost of fuel consumed in operating these test machines was computed to be less than in cents per mile. The adaptability of meter transportation to rural service having thus received favorable demonstration the question of its practicability as applied to all sections of the country remains a matter of censideration. The element of the original cost of the motor car is one which will have to be passed upon by the rural carriers

Automobilists who have occasion to use peer Broadway are complaining bitterly of he condition of that thoroughlare. For looks above 136th street Broadway has been relil nigh impassable for months, but is is see condition of the block between 135th and 36th streets that is particularly objected to t present. This block is much used by utomobilists, as it is just below where Hamilton place intersects Broadway, which is a lired road from Amsterdam avenue. A rest many wagon loads of sand have been sumped on Broadway in this block, which as made it a difficult task for any out very ligh powered cars to drive through.

In view of the fact that it has been proposed to have next year's contest for the Glidden touring trophy end at the Jamestown Exposition, the exposition officials have taked Mr. Glidden to confer with them regarding routes and dates for the tour. Mr. Glidden or some representative will probably meet the exposition officials in Norfolk, Va., some time this month to discuss the matter.

AUTOMOBILE NOTES.

Henry Ford, president of the big automobile concern of that name, says he believes he has driven an automobile more miles than any other man in the world. Ford made his first power wagen in 1891 and from that time to the present he has driven constantly. He is inordiaately fond of long country drives, on which he is invariably accompanied by Mrs. Ford, his little son, and frequently by Frank Kulick, his favorite tester. Ford makes it a practice to drive each new model himself for several months, and his driving is what professionals call wicked. He finds the westnesses, it any, and they are strengthened before the new model is offered to the public. Gesting the bugs out of it. Is Ford's way of expressing the search for faults and correcting them. Despite the fact that most of Ford's driving is in the last of dairy, he says he has never lost enthusianner; it and he enjoys each run as it it were als first experience. In all, he believes he has driven in he would like to hear from any other driver who believes he has a record to beat that.

The Hol-Tan Company has already begun work in preparation, for the Vanderbilt cup rass. The little Flat drivers, Lanois, Rasone and Dr. Wellischett, are booked for passage from Havre September 15 on the Savole. Two weeks in advance of them well come ten mechanics from the factory with four of the flot Flat racing cars. These leave with four of the 1906 Flat racing care. These leaves
Genos on the Königin Luise on August 20. It
will thus be possible for the care and heddquartage
to be all ready for the drivers when they reach
this country. The entire establishment of August
Parzier at Garden City, which was occupied in 1904
and 1905 by the Flat team, has been engaged again.
It will be the scene of the largest and most
thoroughly equipped of any of the headquarters
established for the racing teams participating in
this event.

Probably the most interesting change announced so far for the season of 1907 is that the Appendix curvill be handled by the Metropolitan Auto Company. For several Years past the manufacturers of the Apperson have run their own branch house in New York, but for some reason or other their light has been hidden under a bushel. However, under the new régime this will not be the esse, for the men who control the fortunes of the Metropolitan Auto Company are well known in the industry and have made a reputation handling high grade automobiles. For the 1006 market the Apperson company turned out, two models, one of the house-power and one of 50 house-power, but for 1907 their efforts will be entirely centred upon the 50 horse-power model. Pitty horse-power will be the catalogue rating but it is fully expected that they will develop 60 horse-power and over. One reason why the Apperson Bros, are able to turn out a good car year after year is the Sect that their output is limited and the men in all their departments are expert in their lines. Practically all their mechanics have been with them for years and have attained a degree of skill in motor car building that is hard to find outside of the automobile factories of Europe. The first of the 1907 models is expected on September 1.

An important move in connection with the disposal of their product is announced by the Cerbin
Motor Vehicle Corporation of New Britain, Cuan.,
in taking over the New York agancy of the E. T.
Rimball Company. Mr. Lafayette Markle, who
has been connected with the company for years,
will be the New York manager, the change going
inte effect immediately. Mr. Rimball will how
ever, retain the Boston agancy for the Carbin
ear, having taken one of the most prominent stores
in the motor mari in that city.

There seems to be no limit to the number of uses to which the Hartford shock absorbers are being put. A few weeks ago a big sighteeting bus made the experiment with success; then they were placed of the White Steamer ambulance in Philadelphia and last week one of the largest express companies in New York equipped one of the big ten ton trucks with a view of ascertaining its value for commercial vehicles.

The present summer season has been a remark ble one for a majority of the dealers on Bross as. One of these windspeaks very such additional it is Gen. John T. Cutting of the Olds. "We sold seventeen four cylinder Oldsmobil hace touring cars since July 1. Of course, the rilar performances of the Oldsmobiles in the dean contest and Ernest Keeler's great sol mile stop run created a strong Genand for the bines, but still the seventeen eales whoe the of July would not have been penethic had not season been a good one."

Still another enthusiast of the Acrocar is A. G. nold of Brooklyn, who states that in four weeks has driven a car of this make i sti miles with making an adjustment—not even cleaning ark plus. He asserts as a reason that it is because the cylinders in this air corlect making at the two to be flooded with oil to keep them cool.

is Shepard and two 120 horse-power Notes, the same that participated in the Organ expected here early in destanting in a relative of W. R. Vanderskif, if the Vanderskif, and the Vanderskif, if the Vanderskif the big race. He has written 2. W. activities one of the big race. He has written 2. W. activity that he expects to hade a good more on a the write whole a good more on the write whole a profit of the considers in the reach event have been replaced lery wheels with removable ring.

IN THE GLIDDEN TOUR

Perfect all the way back to Buffalo. Perfect in the Elgin-Aurora Endurance Contest. Perfect in its Every-day Performances in all parts of the country on all kinds of roads, under every circumstance and condition.



Wasn't that a wonderful showing in the Glidden Tour?

Aren't you proud, you Thomas owners, of the achievements of your car?

We are-frankly, honestly, proud, and not afraid to say so.

When the two honor-crowned cars came back to Buffalo from Boston and Bretton Woods_not limping and crippled, but as fresh, snappy, and smooth as the day they started in their two thousand mile trip-we wished that every Thomas enthusiast in the country might be here to share our satis-

And at almost the same moment came jubilant news from Chicago of other splendid achievementshighest honors in the Elgin-Aurora Endurance and (some time before) a new world's record at Chicago for a fifty mile run. .

Frankly we thought as much of the accomplishment of the two cars coming straight through to Buffalo at the conclusion of the Glidden Tour as we did of the honors won in the tour itself.

The best of the entrants-some of the very best-finished at Bretton

Woods in the last stages of exhaustion. Both our cars-the one with the perfect score and the one which lost two minutes (in a run of 1,200 miles) on a technicalitybowled right along to Buffalo, one by way of Boston, the other through New York.

THE BUEL STONDAY AUGUST 18, 1908

· In Chicago eighty-six competitors entered the 104 mile endurance run over the Elgin-Aurora course. Three Thomas flyers--one driven by a 17 year old boy, son of the owner of the car-finished with an absolutely perfect score.

Two, three and as high as five cars of other makes--the country's best--were entered. The Thomas was the only car all of whose entries finished with perfect scores.

At Chicago, July 3rd, over the Hawthorne Race Track the Thomas, driven by Ollie Savin, set the new world's record for 50 miles in 1:06.19.

Aren't we to be pardoned for being jubilant? Isn't it natural we should rejoice in these achievements -- but more especially in the everyday triumphs of the Thomas driven by hundreds of owners in all parts of the country on all kinds of roads?

A Word About the 1907 Thomas

Just a word-that's all-because we believe in performances rather than promises. But this much we can say-the 1907 Thomas Flyer will hold fast the honor of unquestioned leadership and absolute reliability which it has won this year in the hands of 615 owners. It will be smoother, faster, lighter, stronger, much easier running, and perfected and refined at every point.

You will be advised fully and completely of its manifold superiorities-and we predict that you will pronounce it the most magnificent automobile achievement America has yet produced.

THE E. R. THOMAS COMPANY BUFFALO, N. Y. HARRY S. HOUPT, 63d St. & Broadway, N. Y.



its own great record

The record that broke the San Francisco-to-New York record nearly in half has itself been broken in half.

Two years have passed since the FRANKLIN made its famous run from ocean to ocean in 33 days—beating the previous record of 61 days. No other car has been able to even equal this remarkable performance.

It remained for the FRANKLIN to try it again and this time it cut its own previous record in half.

15 Days from San Francisco to New York

Or to be more exact, 15 days 2 hours 12 minutes over the 4,000 mile route The FRANKLIN is a record-breaker through and through.

Its power is all available and enables it to do more than other ears of much greater, he rating, and takes it up hills that other cars balk at. It is not only extremely economical but cuts tire troubles and expenses way down to the limit

It is the best, most satisfactory and comfortable car for American roads.

Decauville Autombile Company Cor. 56th @ Broadway, New York.

Delivery Bulletin

20 H. P. "FIAT" Double Phaeton Body, CAPE CART 20 H.P. "FIAT" Landaulette Body. 35 H. P. "FIAT" Chassis (August 20th).

Second Hand Cars

60 H. P. 1904 Model, "FIAT" 60 H. P. 1905 Model, "FIAT" \$7.000 Price of these cars when new, \$13,500.

16-20 H. P. 1904 Model, "FIAT"

Broadway and 56th Street

Agencies: MARRY POSDICK CO., Boston. H. ALLEN DALLEY, Phile.

Gallaber's Bulletin

Last week I advertised a Brasier and several Cleve-lands for immediate delivery. I SOLD THEM ALL.

Cars are due here to-day and will be placed on my floor to-

There is just one 25-36 H. P. Brasier that will be finished ready for delivery by Monday or Tuesday next, an opportunity to secure a car without the usual delay.

Every Car I sell is Guaranteed free of repairs for one year. Demonstrations.

IN CARS TAKEN IN EXCHANGE WE OFFER 1 Pope Toledo 45-50 H. P., 1905 model, excellent shape,

1 Panhard, 8-12 H. P. 1 Panhard, 15-18 H. P.
1 Thomas Flyer 40-50 H. P., 1905 model, in splendid condition, with glass combination limousine and touring body.

E. B. GALLAHER, 228-230 West 58th St.

THINK OF IT! NO PREMIUMS NOW.

admirers-and you who have been disappointed-

NOW IS YOUR CHANCE to get immediate delivery of one of those HONEST CARS (Standard in Motor Car Construction).

We can give you at once a Royal of regular equipment or one with specially designed body, capable of carrying seven passengers with ease and comfort.

Strenuous conditions at the factory having been relieved during the past mouth have made it possible for us to secure regular shipments of Royal Tourist cars away above our original

C. A. DUERR & CO., Inc. 2182 Broadway, N.Y.

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Pope-Tribune Runabouts AT \$350.00

IMMEDIATE DELIVERY. 40-45 H. P. Touring

Cars, \$6.000

Fully equipped and guaranteed f r Ready August 18 deliveries o

40-45 H. P. Runabout. **\$4,500** 40-45 H. P. Runabout,

\$4,000 The Matheson Company 1619 Broadway.

Automobile Bargains.

Our reputation for quick sales brings the Real Automobile Bargains here. At commission is OUR ONLY CHARGE. The newest arrivals indicate: JACKSON, 8000; REO, 8600; RAUBLERS, 860, 870, 8800; Codulace, 828, 848, 8000; Franklins, 860, 860, 870, 8800, 880; Buicks, 880, 880; Franklins, 860, 800; Fope-Hartford, 1908, new \$1,800; Kuor, 860, Decoundbile, 8780; Wintons, 880; Kuor, 880, Decoundbile, 8780; Wintons, 880; Kuor, 880; Decoundbile, 8780; Wintons, 880; Kuor, 880; Decoundbile, 8180; Fords, 800; Moryes, 8780; National, 11,100; Rainfer, 32,000; Moryes, 8780; National, 11,100; Rainfer, 32,000; Moryes, 8780; National, 11,100; Rainfer, 32,000; Moryes, 8780; National, 11,100; Chambelles, 8180; Cameron, 840; Clamobiles, 8180; Cameron, 840; All of our Automobiles are thoroughly tried out and ready for 1,000 mile trips. A 8AT-STA-ACCOST.

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E. J. WILLIS CO., 231 W. 54, MEAR.

Setablished 15 Years. Telephone, 5181 Columbus.

Auto Cleaning Up Sale!

MOST COMPREHENSIVE STOCK; PRICES

EVERY MAKE imaginable in 1905 and 1908 Model
Automobiled. Also the SCARCE End.
Maxwella Stoddard Daylons. Pope-Toledos, Locomobiles, fifteen, wenty, thirty, thirty five, come
new; Thomas Flyers, Franklins, Rece, Buigha,
Autocars, Oldsmobiles, Matheson, Studebaker,
Autocars, Oldsmobiles, Matheson, Studebaker,
Rainier, Panhards, Cadillis as (cheep), Merceder,
Darraega, Flats, Packards (four cylinders, St.500
up); Peerless, Ramblers; other opportunities,
Demonstrations given,
Priocc are the LOWEST for honest cars,
EVERY AUTOMOBILE AL 2500 Tops, 560-578;
second hand tops ANY PRIOC. Lamps, chees,
We handle more cars in a MONTH than most
others do in a YEAR.

BEGADWAY AUTOMOBILE EXCHANGE,
247-818 West 47th (Telephone 2007 Bryans).

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AUTOMOBILES WANTED Thebest Prices Paid for Good Care.
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